

Chief, St/I/R

28 December 1955

TERU : Chief, D/S
Chief, S/TR

Requirements on the Kraskino-Hongui Railroad Line

BACKGROUND

A working group of the Transportation Subcommittee, Economic Intelligence Committee, is revising EIC-R-9, "Capability of the Trans-Siberian Railroad and Connecting Lines in Manchuria and Korea," dated 23 March 1953. The major intelligence gap at the time of writing of the original study was on the Kraskino-Hongui railroad line, completed in 1950, which connects the Primorskiy area of USSR with North Korea. This gap still exists, as relatively little information has been received on this line since its completion.

REQUIREMENTS

1. How many trains per day, on the average, move in each direction on this line? How many of these are freight, how many are passenger trains? What is the gross and net weight per train? How many freight cars are there per freight train (specify whether two or four axle cars)? What percentage of cars are empty? What is the relative proportion of carloads of various types of freight moving in each direction?
2. Where is transloading between Soviet and North Korean cars performed? Is there a backlog of freight to be transloaded, or is the labor supply, transloading facilities, and freight car supply sufficient to prevent any backlogs?
3. Is this line single track throughout? Where are sidings located? What is the length of these sidings?
4. What type of locomotives are used on the line? Where are locomotive fueling and watering facilities located? Where are locomotive roundhouses or sheds located? How many stalls are there in each roundhouse or shed?
5. For each yard on the line, particularly the transloading yards in and near Hongui: how many tracks are there in the yard; how long are these tracks; how many loading or transloading platforms are there; what is the length of these platforms.

6. How many locomotives are used per train? On which section or sections are two or more locomotives used? On the average, how long does it take a freight train to travel from Mongui to Kraskino and vice versa? What is the steepest grade and sharpest curve on the line? Where are these located?

Degree of Need: Great

Deadline: 1 May 1956; information will be accepted after this date, due to continuing need for information on changes in capability.

Requester: [REDACTED] S/TR, X2370.

Suggested sources: Air, Army; CFI.

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Chief, St/I

21 December 1955

THRU : Chief, D/S
Chief, S/TR

Requirements on Railroad Car Ferry Between Baku and Krasnovodsk

BACKGROUND

A recent Soviet-Afghan agreement provides for the movement of Afghan foreign trade via the Soviet Black Sea port of Batumi. This implies that the traffic will cross the Caspian Sea between Baku and Krasnovodsk. During Tsarist times a railroad car ferry operated between these two cities in support of the construction of the Trans-Caspian railroad. However, there is no recent information to indicate the existence of a car ferry between these two points. Information on this subject is required for studies of costs involved in the movement of Afghan foreign trade.

REQUIREMENTS

The following requirements may be asked of former Soviet citizens, US travellers, or may be obtained by aerial observation from Iran.

1. Does a railroad car ferry exist between Baku and Krasnovodsk, or is all freight transloaded between freight cars and ships?
2. If such a ferry exists:
 - a. What is the size (capacity in freight car units) of the ferry or ferries?
 - b. What is the frequency of ferry service between the above two points?
 - c. What is the time required for loading and unloading, and time required for crossing Caspian?
3. If there is no ferry, how much time is required for trans-loading operations at both points, and how much time is required for crossing?

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[REDACTED]

Degree of need: Routine
Deadline: 1 March 1956; additional
data will be acceptable
after this date.

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Suggested sources: OPI; OO/C; State; Army; Navy; Air.
OAS/S/TR: [REDACTED] dnl

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